(च) क्या समिति गठित करते समय उससे एक निश्चित अवधि में अपना प्रतिवेदन प्रस्तुत करने का अनुरोध नहीं किया गया था, यदि हां, तो उसका ब्यौरा क्या है तथा सरकार ने इस समिति पर अब तक कुल कितनी धनराशि व्यय की है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) जी, हां।

(ख) जी, हां।

(ग) वर्तमान "कमाओ और रखो" (अर्न एंड कीप) प्रणाली की कुछेक तथा-कथित सीमाएं होने और दिल्ली परिवहन निगम के अध्यक्ष एवं प्रबंध निदेशक को वैकल्पिक सुझाव देने के प्रयोजन से विभिन्न विकल्पों का अध्ययन करने के लिए दिल्ली परिवहन निगम ने जुलाई, 1989 में एक दल का गठन किया था। और इस दल ने कोई रिपोर्ट नहीं दी।

(ख) और (ड) जी, नहीं। अब यह दल विद्यमान नहीं है।

(च) रिपोर्ट पेश करने के लिए समिति में कोई विशिष्ट समय सीमा निर्धारित नहीं की थी। इस समिति पर सरकार ने कुछ व्यय नहीं किया।

उड़ानों का बन्द किया जाना

*54. श्री अजीत जोगी :
कुमारी आदिया :

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) एयर इंडिया, वायुदूत और पवनहंस लिमिटेड को हाल में बन्द की गई उड़ानों की संख्या कितनी है ;

(ख) ये उड़ान कब से बन्द की गई हैं और उसके क्या कारण हैं ;

(ग) इस कदम से प्रभावित हुए वायुमार्ग विमान सेवाओं की संख्या कितनी है ; और

(घ) इस संबंध में सरकार ने क्या उपचारी कदम उठाए हैं या उठाने का

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया) : (क) पिछले तीन महीनों के दौरान एयर इंडिया, वायुदूत और पवन हंस लिमिटेड ने कोई उड़ान बन्द नहीं की है।

(ख) से (घ) प्रश्न नहीं उठता।

Hardship due to increase in visa and Consular fees

*55. SHRI MENTAY PADMANABHAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of the steep increase in visa and consular fees levied by our consulates;

(b) what are the reasons behind such increase;

(c) what has been the total visa and consular fees collected by all our missions in 1989-90 and 1990-91, separately; and

(d) what steps are being taken to review the steep increase and reduce the same?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FA-LERIO): (a) Visa fees has been increased w.e.f. 1.11.91. Consular fee has, so far, not been increased.

(b) The visa fees have been increased due to the following reasons:

(i) In 199,0 the visa regime was liberalised and the duration of visa was extended upto 5 years but the visa fees was not appropriately increased.

(ii) Tre recent devaluation of Indian rupee made it imperative to revise the visa fee upwards.

(iii) Indian visa fee was reduced unilaterally in favour of nationals of UK, USA, FRG, France, Spain, Italy and Netherlands for one year. But these countries did not reciprocate to our action.

(iv) Increasing local cost of running consular and visa services at Missions Posts abroad.

(v) Mobilising funds for proper staffing and modernisation of the Consular Section in our Missions abroad, for further improving the quality of services.

(c) Total fee collected in 1989-90 and 1990-91 was Rs. 25.89 crore and Rs. 25.85 crore respectively.

(d) Government policy in the matter is continuously kept under review.

Privatisation of Indian Airlines, Air India and India Tourism Development Corporation

*56. SHRI SUKOMAL SEN:
KUMARI CHANDRIKA PREMJI KENIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) Whether his attention has been drawn of the newspaper report in the Times of India of the 10th Octo ber, 1991 regarding the press confe rence held at Bombay in which he is reported to have said that Air India, Indian Airlines and the Hotel Corpo ration of India may go public;

(b) whether it is a fact that Government have decided *to* partially privatise Indian Airlines, Air India and India Tourism Development Corporation; and

(c) if so, what are the details in this regard and by when the schemes are likely to be implemented?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) and (c) No specific decisions have so far been taken.

Developing Karwar Port

*57. SHRI B. K. HARIPRASAD; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Karwar is a natural harbour for safe anchorage through out the year like San Francisco and Sydney; and

(b) Whether there is a great poten tial for exports and imports if this port is developed at the earliest as a major all weather port?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER): (a) Karwar is a minor port, whose development is the responsibility of the State Government. Karwar Port has alongside berthing facilities with natural pro-tection. No details of the Ports like San Francisco and Sydney are available to make any comparison.

(b) In the absence of any specific study, it will not be possible to establish the potential for export and import traffic through Karwar.

Production and import of coking coal

*58. SHRI SARADA MOHANTY:
SHRIMATI MIRA DAS:

Will the Minister of COAL be pleased to state:

(a) what was the production of coking coal during the last three years and what is the expected production during this year;

(b) what was the quantum of coking coal imported, during the last three years, countries from which it was imported and the total import cost;

(c) whether it is a fact that there is a significant difference of price in import by SAIL, other Government Undertakings and private companies, if so, what are the reasons for the same; and

(d) what are the gradations, i.e. ash content carbon, etc. in the imported and Indian coal?